

FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
FPO SAN FRANCISCO 96601

VF-213

- 1974-

VF-213:DRC:jbc  
5750 ✓

DECLASSIFIED

31 March 1975

AIR MAIL

[REDACTED] (Unclassified upon removal of enclosure (1))

From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN  
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Squadron History for Calendar Year 1974

1. In accordance with reference (a), enclosure (1) is forwarded as OPNAV Report 5750.1.

R. J. HEISNER

Copy to:  
CNO (OP-09B9)  
CINCPACFLT  
COMNAVAIRPAC  
COMFITAEEWINGPAC

CLASSIFIED BY VF-213  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AFTER 1 YEAR  
DECLASSIFIED ON 31 MARCH 1976

DECLASSIFIED

[REDACTED]

|                    |  |
|--------------------|--|
| 10 - 11 JUL 74     | -Squadron moves from USS KITTY HAWK to NAS Miramar   |
| 12 JUL 74          | -Squadron Change of Command at NAS Miramar   |
| 13 - 16 JUL 74     | -Post deployment standdown   |
| 17 - 31 JUL 74     | -Aircrew training at NAS Miramar   |
| 1 - 20 AUG 74      | -ACM,AIC and FCLP Training at NAS Miramar  |
| 21 - 23 AUG 74     | -Transit CONUS to NAS Norfolk/Oceana   |
| 24 - 25 AUG 74     | -Squadron onload USS AMERICA   |
| 26 - 29 AUG 74     | -CARQUALS USS AMERICA  |
| 30 - 31 AUG 74     | -Cyclic OPS USS AMERICA  |
| 1 - 5 SEP 74       | -Inport Norfolk  |
| 6 - 28 SEP 74      | -NATO Exercise Northern Merger aboard USS AMERICA  |
| 29 SEP - 4 OCT 74  | -Inport Portsmouth, England  |
| 5 - 11 OCT 74      | -Enroute Norfolk   |
| 11 OCT 74          | -Flyoff to NAS Oceana  |
| 12 OCT 74          | -Arrive Norfolk/transit CONUS to NAS Miramar   |
| 13 OCT - 2 NOV 74  | -Aircrew training at NAS Miramar   |
| 15 OCT 74          | -Aircraft Conditional Evaluation (ACE) Program undertaken. First aircraft inducted 155876. |
| 3 - 16 NOV 74      | -ACM and AIC training at NAS Miramar   |
| 12 NOV - 24 DEC 74 | -TOPGUN ACM training at NAS Miramar  |
| 24 - 31 DEC 74     | -ACM, AIC and FCLP training at NAS Miramar   |

BRIEF CHRONOLOGY 1974

|                       |   |
|-----------------------|---|
| 29 DEC 73 - 13 JAN 74 | -Local carrier operations in South China Sea OPAREA |
| 14 - 23 JAN 74        | -Enroute/Inport Subic Bay                           |
| 23-28 JAN 74          | -Enroute/Inport Manila                              |
| 29 JAN - 4 FEB 74     | -Local carrier operations in South China Sea OPAREA |
| 5 - 22 FEB 74         | -Enroute/Inport Subic Bay                           |
| 23 - 28 FEB 74        | -Enroute Indian Ocean                               |
| 1 - 19 MAR 74         | -Carrier Operations in Indian Ocean                 |
| 20 - 26 MAR 74        | -Inport Mombasa, Kenya                              |
| 27 MAR - 22 APR 74    | -Carrier operations in Indian Ocean                 |
| 23 - 26 APR 74        | -Inport Singapore                                   |
| 26 - 30 APR 74        | -Enroute Subic Bay                                  |
| 1 - 13 MAY 74         | -Inport Subic Bay                                   |
| 14 - 18 MAY 74        | -Carrier operations in South China Sea OPAREA       |
| 19 - 20 MAY 74        | -Inport Subic Bay for CTF-77<br>Change of Command   |
| 20 - 26 MAY 74        | -Enroute Hong Kong                                  |
| 27 MAY - 2 JUN 74     | -Inport Hong Kong                                   |
| 3 - 11 JUN 74         | -Carrier operations/Enroute Subic Bay               |
| 12 - 19 JUN 74        | -Inport Subic Bay                                   |
| 20 JUN - 1 JUL 74     | -Enroute CONUS                                      |
| 2 JUL 74              | -Inport Pearl Harbor                                |
| 3 - 8 JUL 74          | -Enroute CONUS                                      |
| 8 JUL 74              | -Flyoff to NAS Miramar                              |
| 9 JUL 74              | -Arrive North Island                                |

Enclosure (1)

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## HISTORY 1974

### COMMAND ORGANIZATION AND RELATIONS

Fighter Squadron TWO THIRTEEN is a component of Carrier Air Wing ELEVEN and is homeported at the Naval Air Station Miramar, California. The primary mission of this McDonnell Douglas F4J equipped Fighter Squadron is to provide all-weather air superiority for the fleet. The secondary mission of the squadron is to supplement the Air Wing attack capabilities for conventional weapons delivery. Commander Roger W. Brown Jr., USN was the Commanding Officer from 15 June 1973 until his relief on 12 July 1974 by Commander Robert I. Heisner Jr., USN during ceremonies held at NAS Miramar.

### OPERATIONS

The beginning of calendar year 1974 found VF-213 participating in CARQUAL and carrier OPS refresher training in the South China Sea Oparea. These operations were conducted in anticipation of a forthcoming Indian Ocean deployment. The Black Lions flew many and varied missions during their first line period of 1974. These included Combat Air Patrol, Strike Missions, Flak Suppression and eight sorties flown in support of anti-air-warfare exercises. In addition, on 9 January, VF-213 supplied four aircraft as part of a firepower demonstration for the crew of the KITTY HAWK and her escorting ships. This included two Black Lion aircraft firing AIM-9B Sidewinder missiles at simulated targets.

A two week inport period necessitated many Field Carrier Landing Practice sessions at NAS Cubi Point as Black Lion aircrews polished their skills for the second line period, aboard USS KITTY HAWK. This second line period, in the South China Sea Oparea, was final preparation for the upcoming Indian Ocean deployment. The highlight of this brief line period was the firing of three AIM-7D Sparrow missiles and one AIM-9B Sidewinder missile.

The last inport period prior to their Indian Ocean deployment found VF-213 aircrews participating in Air Combat Manuevering exercises. This training was welcomed by all, since aircrews had not had a chance to exercise their ACM skills since deploying from San Diego in November of 1973. In addition, the two week inport period was hectic indeed for the Maintenance Department of VF-213. In addition to their normal duties, maintenance personnel were charged with the incorporation of four aircraft modifications to all of their F-4J fighters. These modifications included

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incorporation of Charger Blue and Pride ECM systems into all aircraft. Maintenance personnel were to be commended for their over 1800 manhour effort needed to successfully complete all aircraft modifications.

In late February, following two days of CARQUAL refreshers off the coast of the Philippines, VF-213 deployed to the Indian Ocean aboard USS KITTY HAWK. During this deployment over 200 sorties were flown, including CAP, AIC, AAWEX, Strike missions and a limited amount of ACM missions. The highlight of the deployment occurred in early April. After a week of preparation, the Black Lions participated in a day long show of airpower for the Shah of Iran. During this demonstration the Black Lions fired air to air missiles and dropped various air to ground ordnance, demonstrating to the Shah and all other observers the versatility of the F-4J Phantom.

Returning to Subic Bay on the 1st of May, the Black Lions spent two weeks in port preparing for their upcoming line period in the South China Sea Oparea. The highlight of this line period saw the Black Lions participating in another show of airpower, this time for high level officials of the South Vietnamese Government. Once again the United States projection of power was demonstrated by the KITTY HAWK carrier task force and air wing.

After a much deserved one week stay in Hong Kong, the Black Lions spent their last line period of this cruise enroute to Subic Bay. After one week in Subic Bay the Black Lions began the long transit to CONUS aboard USS KITTY HAWK.

Arriving in San Diego on 10 July, the Black Lions began a short five week training cycle in preparation for their deployment aboard USS AMERICA (CVA-66). First on the agenda was a thorough review in the classroom of instrument procedures to be used around NAS Miramar. After the aircrew reviewed their procedures in the classroom, they flew at least one instrument refresher to re-familiarize themselves with FAA positive control procedures. The next three weeks were spent flying AIC and ACM refresher hops. The last week prior to deployment to USS AMERICA was spent getting tanking practice and intensive Field Carrier Landing Practice. All during the cycle the Maintenance Department performed with their usual excellence, providing aircraft to support the flight schedule and getting all squadron aircraft ready for the upcoming transit to NAS Oceana. Finally, from 21-23 August the squadron and all its aircraft made the move to NAS Oceana.

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After a week of intensive CARQUAL and carrier OPS refresher training off the Virginia coast during which the Black Lions flew 100% of all scheduled sorties due to another splendid maintenance effort, the squadron deployed aboard USS AMERICA for the NATO conducted exercise Northern Merger. During the transit to the North Atlantic the Black Lions participated in a number of briefings. All hands were briefed on the procedures of a new carrier and air wing. In addition, all hands were thoroughly briefed on the special problems presented by cold weather operations with pitching decks, something seldom seen on a WESTPAC cruise. Aircrews were briefed thoroughly on recognition of Soviet air and surface threats, Orange Force air and surface threats, ECM, ECCM, overflight intercepts and CIC procedures among other things.

During a portion of the transit from Norfolk to the North Atlantic, VF-213 was placed on Alert 5 posture in anticipation of possible Soviet aircraft overflights. The aircraft were configured with a 600 gallon centerline tank, 2 AIM-7E-2 Sparrow missiles on the aft fuselage stations and 1 AIM-9C Sidewinder missile on each inboard wing station. Then, on 12 September, a Black Lion aircraft was launched to intercept and escort a Russian Bear reconnaissance aircraft approaching the ship. The intercept was accomplished at a range of over 100 miles from the AMERICA, and NH-106 rendezvous on the Bear as briefed. When the Bear had turned away from the ship and posed no further threat, NH-106 was cleared to return to homeplate. This was not the Black Lions last opportunity at a Soviet overflight intercept, however, as the Black Lions completed over ten Bear intercepts and two Badger intercepts in the next two weeks. In addition, Black Lion aircraft simulated an average of two Orange Force kills per day during the ten day long exercise Northern Merger, despite sometimes adverse weather conditions. Exercise Northern Merger was considered a success by all and a good indoctrination into cold weather, heavy seas operations. After a five day stay in Portsmouth, England, the Black Lions were again bound for CONUS and looking forward to their return to Miramar for a much deserved seven month turnaround before their next WESTPAC cruise aboard USS KITTY HAWK.

Returning to NAS Miramar on 12 October, the Black Lions again flew instrument refresher flights and then began a night AIC syllabus. In preparation for an upcoming intensive ACM syllabus, the Black Lions began flying one versus one and two versus one tactics sorties against their squadron mates. On 12 November the Black Lions began their TOPGUN ACM syllabus, fighting TOPGUN A-4's, F-5's and F-38's. Starting two versus one, the Black Lions progressed to the two versus two arena by early December. By the end of the

year all aircrews had flown numerous hops against TOPGUN adversaries. While engaged in the TOPGUN syllabus, the Black Lions utilized the Air Combat Manuevering Range (ACMR) near Yuma, Arizona to the fullest extent possible. Utilization of ACMR enables aircrews to debrief tactics hops while watching video tapes of the fights they have just engaged in, leaving nothing to memory and enabling any and all mistakes to be objectively analyzed. All will agree that ACMR is indeed an extremely valuable training aid used to enhance aircrews ACM expertise. Finally, the close of 1974 saw VF-213 conducting FCLP training in preparation for an upcoming CARQUAL refresher aboard USS KITTY HAWK in January of 1975.

The officers and men of Fighter Squadron TWO THIRTEEN are proud of their many achievements during calender year 1974. Equipped with the Navy's F-4J aircraft and highly polished fighter crews, the "Black Lions" fulfilled all assigned missions while upholding its reputation as the finest fighter squadron in the United States Navy.

#### SPECIAL TOPICS

##### Safety 1974

1. Total hours flown: 2335.5  
    day: 1808.3  
    night: 527.2
2. CVA landings:  
    day: 551  
    night: 222  
    total: 873
3. Aircraft Accidents - one major aircraft accident occurred:  
    a. 1-75A LT (b)(6) /CWO2 (b)(6) Operational  
    training accident on 19 November 1974, Aircraft 155895.  
    Note: VF-213 not assigned responsibility for accident.

#### CONTRIBUTIONS/ACHIEVEMENTS

The "Black Lions" of VF-213 were involved in a number of notable achievements and contributions during calender year 1974. VF-213 was tasked as one of the first F-4J squadrons to incorporate the Charger Blue and Pride ECM systems into their aircraft. During a two week inport period in February the Maintenance Department expended more than 1800 manhours incorporating these systems. This was in addition to the normal maintenance effort needed to support an average of six sorties per day. For their efforts, the Maintenance Department were indeed to be commended.



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During the course of their cruise, in addition to flying hundreds of their many and varied missions, the Black Lions also participated in two major airpower demonstrations, one for the Shah of Iran and the other for high level officials of the South Vietnamese Government. Both demonstrations were considered huge successes. These successes were due, of course, to the many long hours spent by every man involved in practice, preparation and maintenance needed to support such an undertaking.

During the cruise, the Black Lions successfully fired nine AIM-9B and AIM-9G Sidewinder and eight AIM-7E-2 Sparrow missiles. In addition, VF-213 dropped over 50,000 pounds of live ordnance. This accomplishment, while not as impressive as those achieved during the war years, must nonetheless be considered notable considering the problems imposed upon VF-213 due to the newly initiated CV Carrier Concept, which included crowded deck loading and a much greater demand for shop working spaces as a result of additional squadrons being assigned to the air wing.

Arriving back at NAS Miramar on 10 July, the Black Lions began a short five week training cycle in preparation for their deployment aboard USS AMERICA (CVA-66). Notable during this time period was the splended maintenance effort put forth in getting all squadron aircraft ready for the transit CONUS to NAS Oceana during the later part of August, while at the same time providing the numerous aircraft needed to support the intensive FCLF training at Miramar prior to their deployment to the East Coast and Northern Merger.

While engaged in CARQUALS aboard USS AMERICA, VF-213 participated in the continued evaluation of the newly instituted touch and go program designed to give aircrews as many looks at the deck as possible during the short time frame allotted to them. After completing one week of CARQUALS and cyclic ops and spending one week inport Norfolk, the Black Lions were proud of their accomplishments in intercepting over a dozen Russian overflights and simulating kills on over twenty Orange Force aircraft while working in conjunction with our NATO friends. More notable, however, was the maintenance effort put forth to provide the aircrews with the assets necessary to perform these accomplishments. Working under the adverse conditions of high winds, heavy seas and near freezing weather, something seldom seen during a WESTFAC cruise, the VF-213 Maintenance Department performed splendidly in keeping the squadron aircraft in a high state of readiness. For this accomplishment the Black Lion maintenance personnel are truly to be commended.



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Returning to NAS Miramar on 12 October, VF-213 inducted the first of ten aircraft into the ACE (Aircraft Conditional Evaluation) Program. Thousands of dollars were saved and documented by the Naval Air Rework Facility by employing the ACE Program instead of the normal PAR cycle. All of this sum could be directly attributed to the efforts on the part of the VF-213 Maintenance Department.

In November the Black Lions began their long awaited TOPGUN ACM syllabus. During this syllabus every aircrew flew numerous missions against TOPGUN adversaries perfecting their section tactics while employing the VTAS (Visual Target Acquisition System) dogfight weapons system. This weapons system allows the pilot, with the aid of a special helmet, to slave the radar antenna or Sidewinder seeker heads to his own line of sight and initiate automatic radar or seeker head tracking from a visual sighting. The system permits rapid target acquisition and expanded AIM-7 and AIM-9 launches in the dogfight environment. This weapons system has given the fighting Black Lions one of the most technologically advanced weapons system in the world today.

During the course of 1974, the Black Lions devoted thousands of manhours to the area of formal classroom maintenance training. This formal training included the areas of technical and supervisory skills, leadership and human resource management. In addition to the formal classroom training, thousands of hours were spent in on-the-job training, whereby older, more experienced personnel teach their younger squadron mates the skills they have acquired over the years.

Finally, during 1974, seven Black Lion pilots, LT's (b) (6) were able to record their 100th carrier landing. Starting the last cruise as nugget pilots, these officers, through diligence and hard work, have become fleet experienced pilots standing ready to pass on their knowledge to incoming young Naval Aviators.

All in all, 1974 proved to be a highly successful year for the Black Lions of VF-213 giving sustenance to the many hours spent briefing, flying and maintaining their F-4J's during the diversified operations and resulting in Black Lion aircrews and maintenance personnel being considered the finest in the fleet.

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FIGHTER SQUADRON TWO ONE THREE FLIGHT SUMMARY

FLIGHT HOURS (JAN-DEC 1974)

ARRESTED LANDINGS

|       | <u>DAY</u> | <u>NIGHT</u> | <u>TOTAL</u> |     |     |
|-------|------------|--------------|--------------|-----|-----|
| JAN   | 150.0      | 105.5        | 255.5        | 99  | 66  |
| FEB   | 125.0      | 42.5         | 167.5        | 60  | 20  |
| MAR   | 175.3      | 48.3         | 223.6        | 88  | 42  |
| APR   | 127.4      | 31.8         | 159.2        | 70  | 21  |
| MAY   | 121.1      | 35.2         | 156.3        | 88  | 18  |
| JUN   | 82.7       | 3.5          | 86.2         | 71  | 7   |
| JUL   | 81.9       | 9.9          | 91.8         | 4   | 0   |
| AUG   | 208.9      | 141.9        | 350.8        | 76  | 39  |
| SEP   | 205.0      | 7.2          | 212.2        | 118 | 9   |
| OCT   | 97.5       | 15.0         | 112.5        | 2   | 0   |
| NOV   | 165.9      | 23.6         | 189.5        | 15  | 0   |
| DEC   | 267.6      | 62.0         | 330.4        | 0   | 0   |
| TOTAL | 1808.3     | 527.2        | 2335.5       | 651 | 222 |

AS OF 1 JAN 1974

TRANSFERS:

|     |        |        |                |           |
|-----|--------|--------|----------------|-----------|
| F4J | 153795 | 153825 | RX FROM VF-121 | 15 OCT 74 |
|     | 155559 | 155832 | RX FROM VF-121 | 15 NOV 74 |
|     | 155563 | 155895 | RX FROM VF-121 | 19 NOV 74 |
|     | 155572 | 155895 | OPERATION LOSS | 19 NOV 74 |
|     | 155575 | 153804 | RX FROM VF-121 | 19 NOV 74 |
|     | 155732 | 155807 | RX FROM VF-121 | 25 NOV 74 |
|     | 155876 | 155786 | RX FROM VF-121 | 3 DEC 74  |
|     | 155880 | 155764 | RX FROM VF-121 | 17 DEC 74 |
|     | 155881 |        |                |           |
|     | 155882 |        |                |           |

AS OF 31 DEC 1974

ACE SCHEDULE OF AIRCRAFT TRANSFERS

|     |        | <u>IN</u> | <u>OUT</u>  |
|-----|--------|-----------|-------------|
| F4J | 153795 |           |             |
|     | 153804 |           |             |
|     | 153825 | 155876    | 15 OCT 74   |
|     | 155559 |           | 30 JAN 75   |
|     | 155563 | 155880    | 18 OCT 74   |
|     | 155572 |           | 6 FEB 75    |
|     | 155575 | 155881    | 24 OCT 74   |
|     | 155732 |           | 26 FEB 75   |
|     |        | 155882    | 31 OCT 74   |
|     |        |           | 26 FEB 75   |
|     |        | 155732    | 12 NOV 74   |
|     |        |           | 12 MAR 75   |
|     |        | 155572    | 17 DEC 74   |
|     |        |           | IN PROGRESS |

HISTORY  
OF  
FIGHTER SQUADRON TWO ONE THREE  
1955 - 1974

Fighter Squadron TWO ONE THREE's distinguished history began on 22 June 1955 when the squadron was commissioned at NAS Moffet Field. The now famous "BLACK LION" insignia consisting of a lion surmounting the constellation Leo against the dark night sky was chosen to depict the courage and tenacity necessary to perform the squadron's mission in the environment in which we work. Assigned the dual and demanding missions of night/all-weather air defense and special weapons delivery, the squadron was initially equipped with the McDonnell F-2H3 BANSHEE.

Following an extensive training period, the BLACK LIONS joined Air Wing TWELVE and departed for the Far East on board USS BON HOMME RICHARD (CVA-31) in early August 1956. Shortly after their return from a very successful cruise, the BLACK LIONS became one of the first Navy squadrons to receive the F-4D SKYRAY. This aircraft, then the Navy's finest all-weather interceptor, was a radical change from the BANSHEE both in performance and external appearance. At the time of its introduction to the fleet, the F-4D was the holder of several world speed and climb records.

Deploying aboard USS LEXINGTON (CVA-16), the BLACK LIONS commenced the first of two WESTPAC cruises with the "Ford." Their return from the Far East in February 1960 marked the last operational deployment of the SKYRAY to the Far East.

Home again at Moffet Field, VF-213 swapped the F-4D for the McDonnell F-3H DEMON in March 1960. By November 1960, fully combat ready with their new aircraft, the BLACK LIONS boarded the USS HANCOCK (CVA-19) for their fourth deployment in as many years. Returning in June 1961, the squadron was shifted to NAS Miramar which was destined to become "Fighter Town" home of all "AIRPAC" fighter aircraft. In the various competitions which ensued, VF-213 immediately distinguished itself as the outstanding all-weather fighter squadron. In October of that year, with less than ten aircraft aboard, the squadron flew over 600 hours. A "missile shoot" at Point Mugu the following month established a new Pacific Missile Range record for squadron proficiency.

February 1962 found the BLACK LIONS once more bound for WESTPAC, again aboard USS HANCOCK (CVA-19). The deployment was highlighted by participation in the United States initial support operations in Laos. Prior to their return to CONUS in June, all pilots had qualified as "Centurions" aboard HANCOCK. The next cruise in HANCOCK, June-December 1963

rang down the curtain on the DEMON and the BLACK LIONS commenced transition to the F-4 PHANTOM shortly after returning to Miramar. The squadron was assigned a unique version of the PHANTOM, the F-4G, containing data link equipment compatible with shipboard and airborne Tactical Data Systems. An eighteen month training and evaluation period followed during which the BLACK LIONS pioneered and standardized much of the Tactical Data System operations in use today. The BLACK LIONS' first deployment in PHANTOMS, which commenced in November 1965 aboard USS KITTY HAWK (CVA-63), was a combat deployment in the Gulf of Tonkin. In addition to continued operational evaluation of the Tactical Data Systems, the squadron accrued another "First" in the evaluation of the Approach Power Compensator System while supporting United States commitments in North and South Vietnam. This deployment marked the first utilization of the F-4 as a conventional bomber, a role which was destined to mark the PHANTOM as the number one aircraft in the Navy, Air Force and Marine inventory. Returning on June 19, 1966, the BLACK LIONS traded their F-4G's for the latest F-4B's, again equipped with specialized electronic gear which required combat operational evaluation.

Midway through their short turnaround training period, the BLACK LIONS operating proficiency and accomplishments were recognized by the receipt of the Chief of Naval Operations Safety Award. In November 1966 we were aboard USS KITTY HAWK again heading for what was now a "hot" war in the Gulf of Tonkin. Notable among the many accomplishments were the destruction of a North Vietnamese "Colt" aircraft, the strikes against Haiphong, Hanoi, Van Dien, Than Hoa and the first United States Strike against the Mig base at Kep.

Late June 1967 found the BLACK LIONS back at Miramar readying themselves for their third consecutive combat cruise in less than two years. Despite heavy operating schedules and short turnaround periods, the outstanding readiness of the BLACK LIONS was amply evidenced by the 95.7 received during the Administrative/Material inspection conducted just prior to deployment. The second consecutive Chief of Naval Operations Safety Award presented to the BLACK LIONS reflected the spirit and competence of the entire squadron.

Leaving San Diego in November 1967, the BLACK LIONS arrived on the line the 23rd of December, remaining there until 21 February to set a new record for consecutive days on Yankee Station. During this period, the Squadron flew an unprecedented 1633 hours in 917 combat sorties. May 1968 marked the anniversary of our fourth year of PHANTOM operations, primarily in the combat area, without an operational accident; a period during which we have flown over 20,000 hours and made 6000 carrier landings. This is a record unequalled by any operational squadron and certainly envied by all of them. Official recognition of this performance

came once again as the BLACK LIONS received their third consecutive Chief of Naval Operations Safety Award at ceremonies on the NAS Miramar parade ground shortly after returning to San Diego in June 1968.

After enjoying their first Christmas at home in four years, the BLACK LIONS departed San Diego aboard USS KITTY HAWK for their fourth consecutive deployment in the Gulf of Tonkin. Despite the cessation of bombing in North Vietnam VF-213 maintained a high tempo of flight operations both in the Gulf of Tonkin and the Yellow Sea, flying 1897 sorties for 3741 flight hours and expending nearly 1000 tons ordnance.

Returning to CONUS in September 1969, the BLACK LIONS began their transition to the F4J, a more powerful and sophisticated version of the PHANTOM II. After completing months of arduous training in all phases of F-4 flying, VF-213 once again moved aboard the USS KITTY HAWK. In November 1970, the ship and air wing departed for another extended deployment in the Southeast Asia war zone. During the cruise, the squadron flew hundreds of missions against the Ho Chi Minh Trail in Laos. The BLACK LIONS also supported the South Vietnamese thrust into Laos and participated in several protective reaction strikes into North Vietnam. For its efforts, the squadron was awarded the Navy Unit Citation and, for its outstanding safety record, it was awarded its fourth Chief of Naval Operations Safety Award on returning to CONUS.

After a short and hectic turnaround, the squadron deployed again in USS KITTY HAWK on February 17, 1972 in support of U.S. withdrawal. During the deployment the BLACK LIONS continued to set records. The squadron's aircrews flew over 2100 missions and dropped over 1200 tons of ordnance with seven aircrewmen accumulating more than 300 missions each. During the deployment the BLACK LIONS also spent a record 188 days on the line.

The year of 1973 gave VF-213 a well-deserved long turnaround and training cycle. In April, after a four month ACE program, the squadron traded their twelve aircraft to VF-211 in return for twelve VF-211's new aircraft. The new aircraft gave the BLACK LIONS the most advanced dog-fight capability and versatility available in the F-4J. In November, VF-213 reduced its inventory to ten aircraft in accordance with the new CV carrier concept requirements and deployed aboard USS KITTY HAWK for the BLACK LIONS eighth WESTPAC cruise. Highlights during the cruise included participating in a firepower demonstration for the Shah of Iran, crossing the Equator enroute to Mombasa, Kenya, and visiting the foreign ports of Singapore, Manila, Mombasa, and Hong Kong.

The year of 1974 saw VF-213 return from WESTPAC to NAS Miramar in July. After a brief turnaround the BLACK LIONS reported aboard USS AMERICA (CVA-66) for the NATO conducted exercise "Northern Merger". After returning to NAS Miramar in November, the BLACK LIONS are currently engaged in a rigorous turnaround and training period in anticipation of their forthcoming cruise in the summer of 1975

BLACK LION AIRCRAFT HISTORY:

|      |         |       |
|------|---------|-------|
| 1955 | BANSHEE | F-2H3 |
| 1957 | SKYRAY  | F-4D  |
| 1960 | DEMON   | F-3H  |
| 1963 | PHANTOM | F-4G  |
| 1966 | PHANTOM | F-4B  |
| 1969 | PHANTOM | F-4J  |

BLACK LION AIRCRAFT CARRIER HISTORY:

|      |                   |
|------|-------------------|
| 1955 | BON HOMME RICHARD |
| 1959 | LEXINGTON         |
| 1960 | HANCOCK           |
| 1965 | KITTY HAWK        |

BLACK LION HOMEBASE HISTORY:

|      |             |
|------|-------------|
| 1955 | NAS MOFFET  |
| 1961 | NAS MIRAMAR |



FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
FPO SAN FRANCISCO, 96601  
COMMANDING OFFICER'S BIOGRAPHY  
COMMANDER ROBERT I. HEISNER

Commander Robert I. Heisner, the son of (b) (6) was born in (b) (6). He attended the (b) (6) and the U. S. Naval Academy, receiving his commission as Ensign in July of 1957. He was designated a Naval Aviator in November 1958.

His first set of orders as a naval aviator were to VS-23 at NAS Los Alamitos, flying the S-2, where he made one WESTPAC cruise aboard the USS YORKTOWN. Completing this tour of duty in August 1960, he was ordered to Anti-submarine Squadron TWENTY-FIVE at NAS North Island, serving as LSO and Assistant Operations Officer, flying the S-2F, where he also completed his second WESTPAC cruise aboard the USS YORKTOWN.

In February of 1962 Commander Heisner reported to Carrier Anti-submarine Group FIFTY-FIVE where he served as CAG LSO, again flying in the S-2F and also completing another WESTPAC cruise aboard the USS YORKTOWN. In May of 1963 Commander Heisner reported to NAF Patuxent River where he served as a test pilot, flying various types of aircraft including the F-1, F-4, F-5, F-6, F-8 and F-9.

Following completion of his tour at Patuxent River, Commander Heisner reported to VF-124 where, in a training status, he completed his transition to the F-8 aircraft. Following completion of his training, he reported to VF-53 where he served as Administrative Officer, Maintenance Officer and Operations Officer, flying the F-8E.

In 1968 Commander Heisner reported aboard VX-4 at NAS Pt. Mugu where he served as Maintenance Officer, Chief Projects Officer and Officer in Charge of Guided Missile Unit 41. Following completion of his term he reported to VF-124 where he assumed the duties of Executive Officer, flying the F-8 Crusader.

Commander Heisner reported to Fighter Squadron TWO THIRTEEN as Executive Officer in June 1973 at NAS Miramar where the squadron was awaiting its upcoming cruise. After spending a WESTPAC cruise as Executive Officer, Commander Heisner became the Commanding Officer of Fighter Squadron TWO THIRTEEN following ceremonies held aboard NAS Miramar in July 1974.

Commander Heisner is married to the former (b) (6) of (b) (6) and resides with their children, (b) (6) at (b) (6).

FIGHTER SQUADRON TWO THIRTEEN  
FPO SAN FRANCISCO 96601  
EXECUTIVE OFFICER'S BIOGRAPHY  
COMMANDER FRANCIS X. MEZZADRI

Commander Francis X. Mezzadri, the son of (b) (6) was born in (b) (6). He attended (b) (6) and the Naval Aviation Cadet Program, receiving his commission as Ensign in September of 1958. He was designated a Naval Aviator in June of 1959.

His first set of orders as a naval aviator were to VA-125 at NAS Moffett Field where he underwent training as a fleet replacement pilot in the A-4C. Completing this tour of duty in May of 1960, he was ordered to VA-192 at NAS Lemoore, serving as Legal and Special Weapons Loading Officer, flying the A-4C, where he also completed two WESTPAC cruises aboard the USS BON HOMME RICHARD.

In January of 1963, Commander Mezzadri reported to the Pacific Missile Range at NAS Pt. Mugu for a one year tour of duty as a test pilot. In December of 1963, Commander Mezzadri began his three year tour of duty flying with the Blue Angels in the F-11 Tiger.

Following completion of his tour with the Blue Angels, Commander Mezzadri reported to VF-96 at NAS Miramar where he completed a wartime WESTPAC cruise aboard USS AMERICA flying the F-4B. In March of 1972, after receiving his BA degree in Foreign Affairs from the U.S. Naval Postgraduate School at Monterey, Commander Mezzadri reported aboard the USS MIDWAY for a one year tour of duty with CVW-5.

Commander Mezzadri reported to Fighter Squadron TWO THIRTEEN as Executive Officer in July of 1974 at NAS Miramar following a short tour of duty with VF-126 and transition to the F-4J in VF-121 at NAS Miramar.

Commander Mezzadri is married to the former (b) (6) of (b) (6) and resides with their children, (b) (6) and (b) (6) at (b) (6).